



## *Fourth GAIN World Conference*

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# **Starting and Implementing a Flight Safety Programme**

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## ***Why have a flight safety programme?***

- **The operation of any aircraft presents real and potential hazards . . .**
- **. . . which are induced by technical, operational and human failures.**
- **An effective flight safety programme will address and control the hazards.**



## ***Does this mean 'Safety First'?***

- **Absolute Safety = Total Expense = No Business**
- **Acceptable Safety = Profits = Good Business**



# ***Importance of Implementing a Flight Safety Programme***

**Commercial airline transport operations are based almost entirely on public confidence, therefore any accident has significant impact – it affects the whole industry.**



# ***Importance of Implementing a Flight Safety Programme***

**The benefits of implementing a controlled flight safety programme cannot be overstressed.**

**Public confidence will be maintained in the knowledge that we are doing all that is possible to reduce the number of accidents and incidents.**



# ***Legislation and Regulation***

- **JAR-OPS (1.037) states that an operator shall establish an accident prevention and flight safety programme:**
- **“... including programmes to achieve and maintain risk awareness by all persons involved in operations ...”**
- **“... and the evaluation of relevant information relating to accidents and incidents and the promulgation of related information.”**



# ***Legislation and Regulation***

**More references:**

- **ICAO Doc 9422 (Accident Prevention Manual), and**
- **ICAO Doc 9376 (Preparation of an Operations Manual).**



## ***So how are the hazards controlled?***

- **By the careful recording and monitoring of safety-related incidents for adverse trends**
- **. . . in order to reduce the possibility of any recurrence which could lead to an aircraft accident.**





## ***Background to OFSH***

- A number of operators were once asked whether they had a flight safety programme in place.
- Most replied . . .

**NO!**



## ***Background to OFSH***

- This negative response demonstrated a need for some guidelines.
- Although all the information was available somewhere, what was needed was a single, easily-referenced document.



## ***Background to OFSH***

**So in 1998 the Airbus Industrie *Flight Safety Manager's Handbook* was produced.**

**This practical 'how-to' document was distributed to all operators of Airbus equipment.**



## ***Background to OFSH***

- **The GAIN Operator's *Flight Safety Handbook* is an extension of the Airbus publication.**
- **It is targeted at all commercial air carriers, regardless of fleet size or the type of aircraft operated.**



## ***Background to OFSH***

- **The Airbus and GAIN publications are complimentary.**
- **Both are designed to enable an operator to devise and implement an effective flight safety programme.**



## ***Contents of the GAIN OFSH***

- **There are eight sections giving essential information.**
- **Eight appendices containing supplementary information,**
- **and an alphabetical index**



# ***GAIN OFSH Contents - Section 1***

## **INTRODUCTION**

**Objective of GAIN programme – background to  
development of Operator's Flight Safety  
Handbook – purpose and scope**



# ***GAIN OFSH Contents - Section 2***

## **Organisation and Administration**

**Executive commitment – the safety  
management system – organisation – policies  
and procedures – Flight Safety Officer job  
description – responsibilities – safety training  
and awareness**





# ***GAIN OFSH Contents - Section 3***

## **Safety Programme Activities**

**Company Flight Safety Committee – hazard reporting – immunity-based reporting – Quality system – safety trends analysis – FOQA collection and analysis – dissemination of flight safety information**



# ***GAIN OFSH Contents - Section 4***

## **Human Factors**

**Meaning and aim of human factors in aviation  
– factors affecting aircrew performance – Crew  
Resource Management (CRM)**



# ***GAIN OFSH Contents - Section 5***

## **Accident/Incident Investigation and Reports**

**Definitions – policy – objectives – notification  
of incidents and accidents – Company  
accident and incident teams – responsibilities  
– investigation procedure – reports –  
equipment required**



# ***GAIN OFSH Contents - Section 6***

## **Emergency Response and Crisis Management**

**Responsibilities – example Company  
emergency response organisation – response  
guidelines – Corporate accident response  
team – small organisation emergency  
response**



# ***GAIN OFSH Contents - Section 7***

## **Risk Management**

**Definitions – true cost of risk – risk profiles –  
decision making – cost/benefit considerations**



# ***GAIN OFSH Contents - Section 8***

## **Organisational Extensions**

**Safety practices of contractors, sub  
contractors and other third parties – safety  
practices of partners**



# ***GAIN OFSH Contents - Appendix 'A'***

## **Example Forms and Reports**

**Air safety incident reporting forms – layout of  
Flight Crew Notices – confidential reporting  
scheme forms and questionnaire – dangerous  
goods Notification to Captain form**



# ***GAIN OFSH Contents - Appendix 'B'***

## **Reference Material and Sources of Information**

**Publications – industry organisations –  
training organisations – manufacturer  
information – suppliers of flight/performance  
monitoring systems – Internet web sites**





# ***GAIN OFSH Contents - Appendix 'C'***

## **Analytical Methods and Tools**

**An inventory of analytical methods and tools which are potentially useful to airline Flight Safety Officers (flight data monitoring and FOQA analysis, statistics, trend analysis, human factors analysis, etc.)**



# ***GAIN OFSH Contents - Appendix 'D'***

## **Safety Surveys and Audits**

**Safety surveys – individual safety survey  
examples – safety audits - sample independent  
safety programme audit checklist**



# ***GAIN OFSH Contents - Appendix 'E'***

## **Risk Management**

**Hazard identification and analysis – hazard elimination and avoidance - the risk management process**



# ***GAIN OFSH Contents - Appendix 'F'***

## **Accident Response Team Guidelines**

**Example of an accident response checklist  
which illustrates the basic requirements for  
response**



# ***GAIN OFSH Contents - Appendix 'G'***

## **Handbook Source Material**

**A list of references used during the  
compilation of the handbook**



# ***GAIN OFSH Contents - Appendix 'H'***

## **Handbook Feedback Form**

**Invites comments and suggestions for  
improving upon the content of the handbook**



## ***OFSH Summary***

**The handbook is proactive:**

- **It shows how the real and potential hazards can be controlled.**

**It is necessarily reactive:**

- **Because accidents and incidents will continue to occur.**



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***Thank you for your  
kind attention!***

